

Introduction

Idaho Traffic Collisions 1999 provides an annual description of collision characteristics for Idaho. This document is used by state and local transportation, law enforcement, health, and other agencies charged with the responsibility of coping with the increasing costs of traffic collisions. Agencies use the data to identify problems and target areas for the development of collision reduction programs.

A traffic safety problem is an identifiable subgroup of drivers, pedestrians, vehicles, or roadways that is statistically higher in collision experience than normal expectations. Problem identification involves the study of relationships between collisions and the population, licensed drivers, registered vehicles, vehicle miles traveled and characteristics of specific subgroups that may contribute to collisions.

The document is divided into two major sections: a statewide collision summary and a breakdown of collision problems by focus areas. Maps displaying the approximate location of each fatal collision by transportation district are found in Appendix A. Precise locations of fatal collisions cannot be determined from the maps. A five-year fatal and injury collision history is contained in three tables in Appendix B.

Idaho Traffic Collisions 1999 is organized to reflect the adoption of focus areas by the Idaho Traffic Safety Commission for Highway Safety Grant Programs. The focus areas include data for Impaired Driving, Safety Restraint Usage, Youthful Drivers, Aggressive Driving, Emergency Medical Services, Pedestrians, Bicyclists, Motorcyclists and Commercial Motor Vehicles.

Explanation of Data

The source for collision information is the Idaho Transportation Department State Collision Database. The database consists of collision reports completed by all law enforcement agencies in Idaho. All law enforcement agencies use a standard collision report, as per Idaho Code. The resulting numbers are conservative since the database consists of only collisions investigated by law enforcement officers. For purposes of this report, only collisions resulting in injury or death of any person, or damage to the property of any one person in excess of \$750 were included. Collisions occurring on private property are excluded.

It is important to distinguish between the three different levels of collision data. The collision level, the vehicle level and the person level make up the three different levels. Each collision must involve at least one motor vehicle and each vehicle contains any number of people, including zero. Each collision is classified by the most severe injury that resulted from the collision. Therefore, each fatal collision resulted in at least one fatality, but may have also produced any number and combination of additional fatalities and injuries.

Information on licensed drivers, registered motor vehicles, license suspensions and convictions are provided by the Division of Motor Vehicles and the Economics and Research Unit. The annual vehicle miles of travel are provided by the Traffic Survey Section. Information regarding seat belt citations and DUI arrests is provided by the Bureau of Criminal Identification within the Department of Law Enforcement. Other sources of information that support this document are referenced.

Current year data is compared to data from the prior year to identify simple percentage changes either upward or downward. The average change over the prior three years is given to provide an additional perspective.

If you have any questions or suggestions concerning *Idaho Traffic Collisions 1999*, contact the Office of Highway Safety. Contact information is available on the title page at the front of this document.

Glossary of Terms

The following special terms are used throughout this report, and are provided to clarify the meaning of the data.

BICYCLE (PEDACYCLE): Every vehicle propelled exclusively by human power upon which any person may ride, having two tandem wheels, except scooters and similar devices.

CHILD SAFETY SEAT: A car safety seat that meets the requirements of Federal Motor Vehicle Standard 213. Every child under the age of four and weighing less than 40 pounds and is transported in a motor vehicle must be properly restrained in such a seat.

COLLISION (TRAFFIC): An unintended event that causes a death, injury or damage and involves a motor vehicle on a public roadway.

DRIVER (OPERATOR): Every person who is in actual physical control of a motor vehicle upon a highway.

FATAL COLLISION: Any motor vehicle collision that resulted in the death of one or more persons due to injuries received from the collision within 30 days of the collision.

FATALITY: An individual involved in a motor vehicle collision who died within 30 days of the collision as a result of injuries sustained in the collision.

HEAVY TRUCK: A motor vehicle exceeding 8,000 pounds gross weight, has two or more wheels per axle or has more than two axles and is designed, used or maintained primarily for the transportation of property.

IMPAIRED DRIVING COLLISION: Any collision in which an officer indicated on the collision report that alcohol or drugs were used, or were a contributing factor in the collision.

INJURY: Bodily harm to a person as a result of a motor vehicle collision.

INJURY SEVERITY:

Fatal Injury (Death) - Any injury that resulted in the death of a person within 30 days of the collision in which the injury was sustained.

Serious Injury (Incapacitating Injury) - Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.

Visible Injury (Non-incapacitating, Evident Injury) - Any injury, other than a fatal injury or incapacitating injury, which is evident to observers at the scene of the collision in which the injury occurred.

Possible Injury - Any injury reported or claimed which is not a fatal injury, incapacitating injury, or non-incapacitating, evident injury.

LICENSED DRIVER: A person who is licensed by Idaho to operate a motor vehicle on public highways. A person who has reached the age of 15 years, and who has successfully completed an approved driver's training course, may apply for a class "D" license. Driving privileges are restricted to daylight hours only until the age of 16.

MOTOR VEHICLE: Every motorized vehicle which is self-propelled or propelled by electric power obtained from overhead trolley wires but not operated upon rails except motorized wheelchairs.

Glossary of Terms (Continued)

OCCUPANT: A person who is in or on a vehicle.

PASSENGER: Any occupant of a vehicle other than its driver.

PEDESTRIAN: Any person afoot and any person operating a wheelchair or motorized wheelchair.

PROPERTY DAMAGE ONLY: Any collision in which there was property damage of \$751 or more to any one person but no injuries or fatalities.

RURAL: All areas, incorporated and unincorporated, with a population of less than 5,000 people.

SEAT BELT: A device designed to hold the occupant of a motor vehicle in the seat of a vehicle that was manufactured with safety belts in compliance with Federal Motor Vehicle safety standard number 208. Each occupant of the front seat of a motor vehicle which has a gross vehicle weight of not more than 8,000 pounds, and so manufactured, shall have a seat belt properly fastened about his body at all times when the vehicle is in motion.

TRACTOR: A motor vehicle designed and used primarily for drawing other vehicles but not so constructed as to carry a load other than part of the weight of the vehicle and load so drawn.

URBAN: Any incorporated area with a population of 5,000 or more.

VEHICLE: Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, excepting devices used exclusively upon stationary rails or tracks (examples, bicycle, horse-drawn carriage).

VIOLATION: A conviction of a misdemeanor charge involving a moving traffic violation, or an admission or judicial determination of the commission of an infraction involving a moving traffic infraction, except bicycle infractions.

References and Notes

1. U.S. Department of Transportation, Federal Highway Administration, Technical Advisory: Motor Vehicle Accident Costs, T 7570.2, October 31, 1994.
2. Blincoe, LJ. The Economic Cost of Motor Vehicle Accidents, 1994. Washington, DC: U.S. Department of Transportation, NHTSA, 1994.
3. Haddon and S. Baker, "Injury Control," Chapter 8, Preventive and Community Medicine, Edited by C. Clark and B. MacMahon. Title Brown and Co., New York, 1987.
4. Highway District boundaries: District I - North Idaho (Boundary, Bonner, Kootenai, Benewah, and Shoshone Counties), District II - North Central Idaho (Latah, Nez Perce, Lewis, Clearwater, and Idaho Counties), District III - Southwest Idaho (Adams, Valley, Washington, Payette, Gem, Boise, Canyon, Ada, Owyhee, and Elmore Counties), District IV - South Central Idaho (Camas, Blaine, Gooding, Lincoln, Minidoka, Jerome, Twin Falls, and Cassia Counties), District V - Southeast Idaho (Bingham, Power, Bannock, Caribou, Oneida, Franklin, and Bear Lake Counties) and District VI - Eastern Idaho (Lemhi, Custer, Butte, Clark, Fremont, Jefferson, Madison, Teton, and Bonneville Counties).
5. Dean, J. Michael, Reading, James C., and Nechodom, Patricia J., Overreporting and Measured Effectiveness of Seat Belts in Motor Vehicle Crashes in Utah, Transportation Research Record 1485, Transportation Research Board, National Research Council, National Academy Press, 1995.